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Montana Highway Patrol

1994



Annual Report

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Prepared by the Montana Highway Patrol

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Highway Patrol
303 North Roberts
Helena, MT 59620*

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ATTORNEY GENERAL
DEPARTMENT OF JUSTICE
STATE OF MONTANA

Joseph P. Mazurek
Attorney General



Justice Building
215 North Sanders
PO Box 201401
Helena, MT 59620-1401



Dear Fellow Montanans:

This annual report contains some sobering statistics. In it, you will note that the number of fatal accidents, the number of injuries and the number of reported accidents all increased on Montana's roads last year.

The number of fatalities increased from 194 in 1993 to 202 in 1994 -- a 4.1 percent increase. Likewise, traffic-related injuries were up 6.6 percent and the number of accidents increased 2.7 percent from 1993.

These increases can be attributed, in part, to the fact that more people are driving more miles in Montana. As a result, more accidents occur.

However, I would hope that Montanans don't just accept these increases as a logical consequence of increased travel. I urge every Montanan who uses our highways and streets to keep in mind that--as more people use our roadways--each of us must drive with extra care and caution.

Each of the statistics on our traffic fatalities and injuries represents real pain and loss to the victims, their families and their friends. It's imperative that we all obey Montana's traffic regulations, avoid drinking and driving and work with the dedicated and professional officers of the Montana Highway Patrol to make Montana's highways safe for everyone.

Thank you for your cooperation in what is, ultimately, a matter of life or death.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph P. Mazurek".

JOSEPH P. MAZUREK
Attorney General

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STATE OF MONTANA
DEPARTMENT OF JUSTICE
MONTANA HIGHWAY PATROL DIVISION

Joseph P. Mazurek
Attorney General



303 North Roberts
Helena, MT 59620



Honorable Joseph P. Mazurek
Attorney General
Justice Building
215 North Sanders
Helena, MT 59620

Dear Sir:

I respectfully submit to you and the citizens of Montana a new and improved Annual Report of the Montana Highway Patrol for 1994.

You will notice the accident analysis data is included as in years past, along with additional information about the Montana Highway Patrol.

In 1994, we saw an increase in the number of fatalities. We are concerned that a trend is beginning to be evident as the number of motor vehicles continues to increase.

Rest assured all members of the Patrol will continue to diligently work to reduce the tragic loss of life and injury on the highways of Montana.

Thank you for your continued support.

Sincerely,

Craig T. Reap
COLONEL CRAIG T. REAP
Chief Administrator
Montana Highway Patrol



MONTANA HIGHWAY PATROL HISTORY

During 1933 and 1934, Montana led the nation with a seventy-four percent increase in highway fatalities. Montana citizens and legislative representatives recognized the need to create an enforcement agency with the mission to curb needless deaths from occurring on Montana's highways. In 1935, the Montana Highway Patrol was created. Out of fifteen hundred applicants, twenty-four were selected for the first Montana Highway Patrol academy. In May of 1935, the first Highway Patrol Officers began safe-guarding Montana's highways in new Ford coupes and Harley Davidson motorcycles. The officers were empowered to enforce eleven traffic laws, however, their main focus was to educate and assist the public. Results from the first year of patrolling Montana's highways indicated a twenty-five percent decrease in the number of fatalities. The Highway Patrol's efforts led to an increased demand for continued enforcement and education to reduce fatalities on Montana's highways. The Montana Highway Patrol's future is dedicated to this mission.

In 1943, a Safety and Education division was created within the Montana Highway Patrol. Uniformed Highway Patrol officers assumed the responsibility of educating all citizens, from toddlers to senior citizens, regarding highway traffic safety. This responsibility is critical to the Highway Patrol's mission of service to Montana's citizens.

In 1948, the Driver License Bureau was created within the Montana Highway Patrol. The bureau was staffed by Highway Patrol officers until it was reorganized within the Motor Vehicle Division in 1979. The duties performed by Highway Patrol officers were assumed by civilian employees.

In 1946, Officer Bob Steele was the first Montana Highway Patrol Officer to be killed in the line of duty. Since then, Officer James Anderson - 1954; Officer Richard Hedstrom - 1973; and Officer Michael Ren - 1978; have been killed in the line of duty. The historic 3-7-77 was added to the shoulder patch by Chief Alex B. Stephenson in 1956. This unique insignia generates numerous questions from the public and other agencies regarding its significance.

In 1961, Montana Highway Patrol officers assumed the enforcement of gross vehicle weight laws on the motor carrier industry. In 1985, after transfer from the Public Service Commission, the Motor Carrier Safety Assistance Program (MCSAP) was created within the Highway Patrol as the Motor Vehicle Inspection Bureau. As a result, Highway Patrol officers perform and/or assist the Motor Vehicle Inspectors with in-depth motor carrier inspections.

During the late 1960's and early 1970's, Montana experienced a dramatic increase in fatalities. In 1972, traffic fatalities reached an all-time high with 395 traffic related fatalities. As a result, the legislature approved additional positions bringing the number of uniformed Highway Patrol officers to an all-time high of 220. (This number had declined to 202 officers by 1994.) The Montana Highway Patrol was reorganized as a bureau within the Montana Department of Justice in 1972, resulting in the elimination of the Highway Patrol Board.

In 1973, the Accident Prevention Unit was created within the Highway Patrol Bureau. The Accident Prevention Unit provides traffic safety enforcement to documented problem areas statewide. The 1973 Montana Legislature enacted the federally mandated daytime speed limits and the nationally famous Five Dollar Fine. Since then, the Montana Highway Patrol has worked aggressively to increase the penalty as a deterrent to speeding.

The first female officers joined the Montana Highway Patrol in 1978. Today, there are fifteen uniformed female officers, including all four from 1978.

The 1980's and early 1990's saw dramatic changes in the mission of the Montana Highway Patrol. The Highway Patrol became extensively involved in drug enforcement and interdiction. This mission change came about by necessity, since virtually all drugs at some point are transported in motor vehicles. Additionally, the Highway Patrol had to adjust to an increase in DUI activity. During the 1980's, the Montana Legislature enacted a mandatory seat belt law which has been credited with saving numerous lives. The Highway Patrol was elevated to division status within the Department of Justice in 1983.

In March 1988, Montana was the first State Highway Patrol in the nation to become nationally accredited. The accreditation process took three years to complete and was considered a critical element in enhancing the professionalism of the Montana Highway Patrol. The accreditation was a result of the work and dedication of the officers of the Highway Patrol.

On March 31, 1994, Colonel Robert Griffith retired after 40 years of service with the Montana Highway Patrol. A milestone that few officers will ever accomplish. The next day, April 1, 1994, Colonel Craig Reap was sworn in as the new Chief Administrator of the Highway Patrol.

Today, although the Montana Highway Patrol's mission has grown, it still contains the basic premise it had when first organized in 1935. Now, some sixty years later, the Highway Patrol remains dedicated to protecting the lives of those who travel on Montana's highways. Montana Highway Patrol officers are continually called upon to provide services ranging from public assists to investigating fatal accidents. Although assaults on Highway Patrol officers have increased and Montana is experiencing a dramatic population growth resulting in increased calls for service, the Highway Patrol is a symbol of service to Montanans. The officers of the Montana Highway Patrol continue to be the best trained, most highly motivated, and dedicated law enforcement officers in the State of Montana.

STAFF SUPPORT SERVICES

The Highway Patrol Headquarters Support Services function is staffed by twenty-two employees. The functions they perform consist of records management, fleet and supply acquisition and distribution, personnel, training, research, aircraft support, and motor vehicle inspection.

Support services staff adapted quickly and smoothly to the change in command which occurred with the retirement of Chief Bob Griffith, and the resultant appointment of Colonel Craig Reap as Chief. Services provided to field officers and the public continued without disruption or reduction.

The support service functions were reorganized in 1994 following a detailed review process. Reorganization resulted in the elimination of the Personnel and Training Bureau Chief position. The position was transferred to the Central Services Division to provide additional Department wide personnel support. The resulting reallocation of duties to various staff members was readily accepted and completion of all major projects was successful through a teamwork effort.

A number of key staff positions which were vacated by retirements or resignation were filled in 1994. The positions include the Motor Vehicle Inspection Bureau Chief, Motor Vehicle Inspection Bureau Program Specialist, and Administrative Officer. The Fleet and Supply Bureau Chief position, filled in December 1993, also contributed to the number of "new" faces within support services staff.

Completion of all major projects during 1994 is a reflection of the dedication and quality of personnel working for the Division. The Division's ability to fulfill its mission hinges on the day to day support provided to field Highway Patrol officers and the public by the personal, professional, and quality service provided by support services staff.

AIRCRAFT

The Highway Patrol's aviation program was implemented in 1983. The program features one airplane, a 1978 Cessna 182 RG, based in Helena. The airplane was purchased with a federal grant from the Highway Traffic Safety Division. This aircraft has been flown by Sgt. Randy Yaeger since the beginning of the program. The aircraft is maintained by Officer Tom Olds of the Highway Patrol's Helena Detachment #322.

Since 1983, the aircraft has flown a total of 3250 hours in support of Highway Patrol missions. These missions vary in nature, but the primary mission for the aircraft program is traffic enforcement. Almost 1400 hours have been dedicated to traffic enforcement and the 17,685 citations issued are credited to the aircraft program. This results in an enforcement rate of 12.6 tickets per flight hour, which is very effective. Other missions supported by the aircraft program include search and rescue, personnel transportation, prisoner transportation, emergency medical supply transportation, surveillance, interdiction, aerial photography, and fire patrol.

This past year saw the aircraft moved to a new hangar facility to enhance maintenance and meet the demands of the program. The aircraft is maintained to respond at any time, weather permitting, to meet the needs of the Highway Patrol. The aircraft operates in complete compliance with all appropriate FAA regulations. A special low altitude waiver has been granted to allow operations below minimum authorized altitudes, when in the public interest.

A proposal to allow the Montana Highway Patrol to receive a helicopter from the Department of Defense was developed this year. This proposal would allow the Patrol to better serve law enforcement agencies throughout the state in anti-drug operations. If successful, this program will provide the only rotary wing aircraft specifically dedicated for law enforcement missions in Montana.

RECORDS BUREAU

The Records Bureau is responsible for the maintenance of most records, both paper and electronic, used by the Highway Patrol.

The role of the Records Bureau has changed substantially since the move to automated records systems began in the late 1980's. Prior to the automation move, the Bureau's staff worked almost exclusively on collecting, correcting and "punching" accident investigation reports. However, with the advent of micro-computers, the Division needed an office that would provide programming, training, and support for the ever-increasing number of computers in the field. The Records Bureau was given this responsibility.

Currently, the Records Bureau is responsible for processing accident reports, but uses a micro-computer based system to enter the data. The micro-computer system has been in place since 1991 and gives the Bureau the ability to enter and correct accident data much faster and with greater accuracy. As a result, the Montana Highway Patrol can have all of its accident data for a given year entered by the beginning of February of the following year, and produce its annual report by the middle of March.

The Bureau provides custom programming for the patrol and is responsible for managing the Highway Patrol's several local area networks. Additionally, the Bureau maintains a citation inventory and performs all records management functions.

The Bureau is currently working with other state agencies and a Maryland-based contractor on a total rewrite of the State's Highway Information System. The first step in this process, which will replace the State's venerable old Highway Information System originally designed and written in 1972, is to rewrite the accident records system. This portion of the project will be completed by December 31, 1995, and will involve testing the use of global positioning to locate accidents and the use of personal computers in patrol cars.

During the past year, the Bureau has 1) installed local area networks in headquarters and two district offices; 2) redesigned the Highway Patrol Activity System; and 3) worked on a micro-computer based dispatch assistance program.

INSPECTION SERVICES

The Inspection Services program was implemented to achieve consistency of operations. The primary duty of the Inspector is to determine that Montana laws, Department of Justice Policies, and Highway Patrol Division Rules and Regulations are being uniformly adhered to by all employees of the Division.

The Inspector is responsible for conducting inspections of current uniformed officers and Motor Vehicle Safety Inspectors. These inspections include: uniforms, equipment, and vehicles. Field offices are inspected regarding evidence, supply inventory, and office procedures.

The Inspector is responsible for conducting internal investigations. As complaints against officers and civilian employees are received, the Inspector must complete an investigation and prepare a final report, with findings, for the Colonel. Another aspect of the Inspector's duties includes conducting background investigation on all new Division employees.

Due to vacancies during 1994, the Inspector assumed the Administrative Officer duties for four months. Additionally, the Inspector served as the Assistant District III Commander for four months.

FLEET AND SUPPLY BUREAU

The Fleet and Supply Bureau is responsible for procuring, issuing, maintaining, and inventorying all division-owned equipment and supplies. This includes, but is not limited to, vehicles, uniforms, weapons, office equipment, and ammunition. The Fleet and Supply Bureau is responsible for the printing and storage of all division forms. In conjunction with the Records Bureau, the Bureau maintains an archive for all completed forms. The Bureau operates a photo processing laboratory, which develops and stores accident scene photographs. The Bureau staff consists of the Bureau Chief and four employees.

Bureau highlights for 1994 include:

- Coordinating replacement and update of Headquarters office equipment.*
- Testing, selecting, and purchasing 100 new sets of Second Chance Monarch body armor.*
- Developing a new look for the 1995 patrol vehicles*
- Instituting a tracking system for equipment and supplies.*

MOTOR VEHICLE INSPECTION BUREAU

In 1985, the Department of Justice was designated the lead agency for the purpose of enforcing the Motor Carrier Safety Regulations. The Montana Highway Patrol created the Motor Vehicle Inspection Bureau to enforce motor carrier safety standards on interstate and intrastate motor carriers. Since the inception of the Motor Vehicle Inspection Bureau, fatal accidents involving commercial motor vehicles reached an all time low of twelve in 1993.

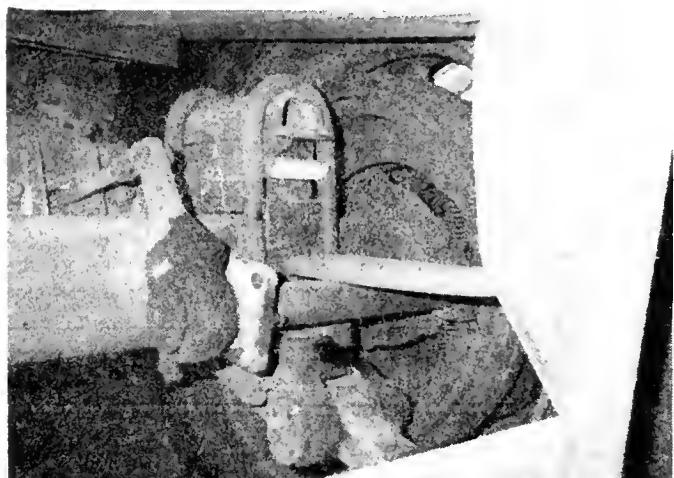
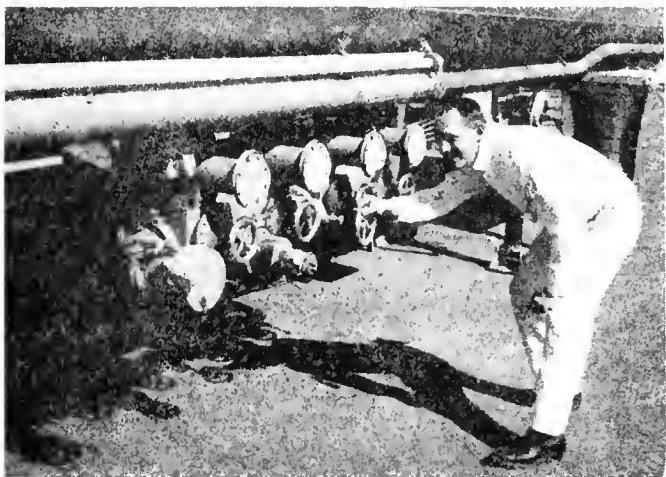
The Bureau has undergone many changes since 1985, expanding to eight full-time safety inspectors stationed across Montana. With the help of Montana Highway Patrol officers and Motor Carrier Services Division personnel, the Bureau recorded 23,396 inspections in 1994.

<u>Year</u>	<u>Accidents</u>	<u>Fatal Accidents</u>	<u>Inspections</u>
1984	1,656	32	4,781
1985	1,343	35	10,103
1986	1,202	33	18,742
1987	973	23	15,496
1988	1,059	17	15,133
1989	1,194	22	14,911
1990	902	22	22,066
1991	1,037	24	18,688
1992	988	22	20,267
1993	1,123	12	18,974
1994	1,140	18	23,396

In October 1994, the latest version of Safetynet was installed on the Bureau's computers. The Safetynet system allows all inspections in the United States to be recorded on one main frame computer, enabling data to be retrieved and monitored for all carriers.

In December 1994, lap-top computers were purchased for the eight full-time field inspectors to perform compliance reviews on motor carriers in Montana. In the near future, a pen based application is scheduled to be installed on the Bureau's computers, enabling the inspectors to perform Level 1 inspections using a series of simple touch key strokes.

In August 1994, Officer Ed Cooper, stationed in Great Falls, placed 11th in the nation at the Challenge 94 inspection competition in Tampa Bay, Florida. The competition pitted inspectors from all over the nation using their skills in various truck inspection aspects.



This picture displays one of the various out-of-service violations that are discovered in the field.

The Motor Vehicle Inspection Bureau assists in commercial motor vehicle accidents like this one on Montana Highway 200.



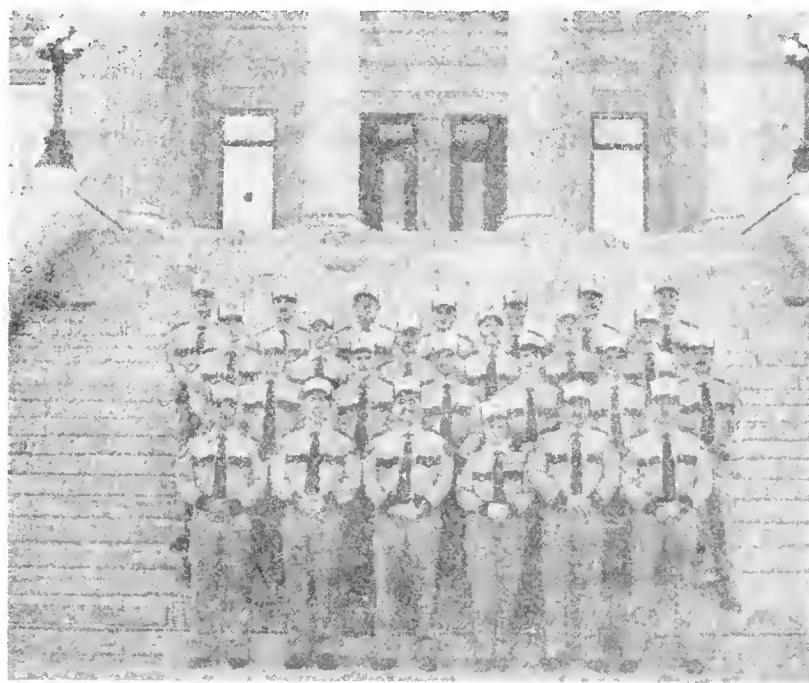
TRAINING AND RESEARCH BUREAU

The Training and Research Bureau is responsible for carrying out the recruitment and selection processes for uniformed officers and civilian employees including providing assistance in the promotional process. The Bureau provides in-service and recertification training to Division employees, conducts the Highway Patrol Recruit Academy, and provides training for other agencies.

The following are highlights from 1994:

- *Highway Patrol administration changed with the retirement of Colonel Robert J. Griffith on March 31, 1994. Colonel Griffith served the Patrol for forty years. He was appointed the Division's Chief on March 8, 1989.*
- *Attorney General Joe Mazurek appointed Colonel Craig T. Reap as the new Chief and he was sworn in on April 1, 1994. Colonel Reap most recently had served as the District IV Commander in Billings.*
- *Stephen R. Barry was selected as the Deputy Chief by Colonel Reap. He was promoted on May 2, 1994. Prior to his promotion, Major Barry had served as the Personnel and Training Bureau Chief for the past seven years.*
- *A new Program Specialist position was added to the Motor Vehicle Inspection Bureau. This position is responsible for the development of an intrastate carrier rating program.*
- *A reorganization in the field operations resulted in the following changes:*
 - *The Helena Communications Center was placed under the command of District III (Butte) rather than Headquarters.*
 - *The Assistant District V Commander (Lieutenant) position was reallocated as a Detachment Commander (Sergeant) position in Livingston.*
 - *Detachment 121 in Kalispell was relocated in Libby.*
- *The officer promotional written testing and General Management In-Basket testing was conducted in May. Several promotional testing processes were completed and six uniformed officers were promoted.*
- *Two civilians were promoted after competing in the respective selection processes.*
- *The nine remaining 1993 Recruit Academy graduates were sworn in at various times, the last one on June 24, 1994.*

- *Sgt. Randall S. Yaeger received the Governor's Recognition Award on September 29, 1994. Randy was cited for his professionalism as a member of the Highway Patrol and for his duties as a pilot.*
- *The Cadet recruitment and selection process was completed and twenty-nine individuals were selected to attend the 33rd Recruit Academy which began August 1, 1994, at Fort Harrison in Helena.*
- *The 33rd Recruit Academy graduation was held November 4, 1994, at the Colonial Inn. Twenty-five cadets successfully completed the Academy.*
- *Eight of the twenty-five graduating cadets were sworn in by year's end.*
- *Twenty-eight recruitment and selection processes were completed for civilian positions (both internal and external).*
- *The Fall Management Training for supervisors was held in Helena during October. This training included a Leadership and Influence Course.*
- *Several instructor training courses were conducted which provided additional instructors for current training areas, plus the addition of a new training area. In addition to current instructors, four officers received training as Firearms Instructors: ten officers received training as Radar instructors; fifteen officers were trained in North American Roadside Inspections; and nine officers were trained for the new vehicle video cameras course.*
- *The State Employee Performance Appraisal Form was computerized and utilized for field positions.*



33rd Recruit Academy Graduates

FIELD FORCES

Montana covers 145,392 square miles with another 1,746 square miles of lakes, rivers and streams. Montana's population is approximately 808,000 people which travel on 11,760 miles of federal highways and 61,566 miles of state roads. In 1994, 7.7 million tourists visited Montana. Statistics indicate that highway travel in Montana increased by 3.4 percent over 1993.

The many miles of Montana's highways are patrolled by 165 Highway Patrol officers. The Highway Patrol Division is geographically arranged in five districts. The districts are staffed by twenty-one sergeants, four lieutenants and five captains. Additionally, four officers and one sergeant are assigned to the Accident Prevention Unit.

Officers traveled 5,587,580 miles during 318,580 hours of duty time. Other obligations include: accident investigation, court appearances, emergency medical aid runs, assisting other agencies, training, instructing members of other law enforcement agencies, safety presentations, and career fairs.

Officers participated in 80 Safety Spot Checks, which are funded by a Federal Grant. The emphasis of these checks are to review driver licenses, vehicle registrations, and insurance. The Safety Spot Checks were well received with minimal delay to the motoring public.

<u>Type of Contact</u>	<u>Numbers</u>
<i>Calls for service</i>	<i>69,657</i>
<i>Officer contacts</i>	<i>128,695</i>
<i>Notices to Appear</i>	<i>112,456</i>
<i>Courtesy warnings</i>	<i>100,121</i>
<i>DUI arrests</i>	<i>2,255</i>
<i>Seat belt citations</i>	<i>10,098</i>
<i>Seat belt warnings</i>	<i>9,308</i>
<i>Accidents investigated</i>	<i>8,906</i>
<i>Drug arrests</i>	<i>495</i>

DISTRICT I - MISSOULA



*Captain Richard C. Chase
District Commander*



District 1 encompasses seven western Montana counties. These counties are: Missoula, Flathead, Lincoln, Lake, Sanders, Mineral, and Ravalli. Six of these seven counties are in the top fifteen fastest growing counties in population, in Montana. For example, Ravalli County's population increased twenty-three percent during the last four years.

Population:	233,734	Roadway Miles:	17,445
Square Miles:	19,525	Registered Vehicles:	306,485

The District has forty-six uniformed officers and nine civilian personnel. The civilian personnel staff the Communications Center's twenty-four hour-a-day operation.

District One experienced a year of change and reorganization. Four new sergeants joined the management team. One of the Kalispell Detachments was relocated to Libby, and a new detachment was created in Polson. With help from the Department of Transportation, District One received a new storage shed and some minor remodeling on the 36-year-old District office. July and August were extremely busy for the officers and staff of District One due to the many forest fires in western Montana.

Officer Dennis Bennett and Officer Steve Montgomery received the Hedstrom Award for their actions in a life saving attempt. The prestigious Hedstrom Award is given to officers for service "above and beyond" the normal call of duty. Officer Steve Lavin received the Officer of the Year Award from the Missoula Exchange Club for his outstanding job performance.

DISTRICT II - GREAT FALLS



*Captain Donald A. Seyfert
District Commander*



District II encompasses sixteen central and northern Montana counties. These counties are: Phillips, Glacier, Pondera, Teton, Cascade, Judith Basin, Wheatland, Golden Valley, Musselshell, Petroleum, Blaine, Hill, Fergus, Chouteau, Liberty and Toole.

<i>Population:</i>	<i>167,002</i>	<i>Roadway Miles:</i>	<i>22,166</i>
<i>Square Miles:</i>	<i>41,681</i>	<i>Registered Vehicles:</i>	<i>199,416</i>

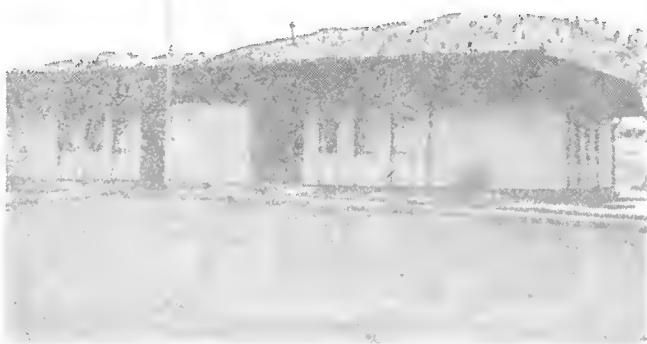
The District has thirty-four uniformed officers and one civilian employee. Statistics indicate there was one officer per 1,225 square miles; one officer per 651 miles of road; and one officer per 4,911 people.

The year's good news was a decrease of ten motor vehicle fatalities from the previous year in District Two.. This is due to the efforts of the officers within the District. This decrease in traffic fatalities occurred during a year when the state total increased by six.

The Havre office for Detachment 221 was relocated providing more room and better access. The Highway Patrol has received numerous positive comments from the public regarding the new detachment office location.

On December 21, 1994, Colonel Craig Reap presented Officer Kenton Hickethier with the Recognition of Outstanding Achievement Award. Officer Hickethier was the first recipient of this award. This award recognizes employees for outstanding achievement "above and beyond the call of duty" which results in furthering the goals and mission of the Montana Highway Patrol Division.

DISTRICT III - BUTTE



*Captain Michael G. Davis
District Commander*

District III encompasses twelve south western Montana counties. The counties are: Lewis and Clark, Meagher, Gallatin, Park, Madison, Beaverhead, Silver Bow, Deer Lodge, Granite, Powell, Jefferson, and Broadwater.

<i>Population:</i>	209,161
<i>Square Miles:</i>	28,502

<i>Roadway Miles:</i>	12,082
<i>Registered Vehicles:</i>	237,876

The District has thirty-nine uniformed officers and twelve civilian personnel. The twelve civilian personnel provide administrative support and staff the Communication Center's twenty-four hour-a-day operation.

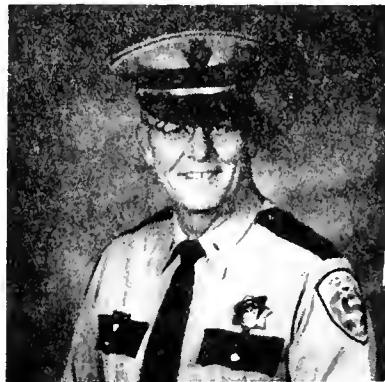
Reorganization and realignment of personnel in the District saw creation of the new Livingston Detachment. Additionally, the Helena Communication Center placed under the direction of District III.

Officer John Stewart received the Governor's Medal of Valor. His action terminated a pursuit which could have put many motorists lives at risk.

Officer Jeff Mount received the Montana Highway Patrol Award of Valor. This is the Division's highest award. This award is for acts of heroism and bravery, knowingly exposing one's self to obvious life-threatening peril, reacting to a situation without regard for personal safety, to effect aid or rescue.

Officer Dennis DeLaittre received the Colonel's Meritorious Service Award. This award is given to individuals that exemplify "excellence of service" for assisting in a life-threatening situation.

DISTRICT IV - BILLINGS



*Captain Jack P. Gaughan
District Commander*



District IV encompasses five south central Montana counties. These counties include: Big Horn, Carbon, Stillwater, Sweetgrass, and Yellowstone.

<i>Population:</i>	135,994	<i>Roadway Miles:</i>	7,154
<i>Square Miles:</i>	13,017	<i>Registered Vehicles:</i>	167,651

The District has thirty uniformed officers and twelve civilian personnel. The civilian personnel provide administrative support and staff the Communication Center's twenty-four hour-a-day operation.

Officer Keith Edgell received the National Commission on Drunk Driving Award. Officer Edgell received the award for his outstanding work in DUI detection and apprehension.

Sergeant Clay Creek received the Officer of the Year Award from the Billings Exchange Club. Sergeant Creek received the award for his outstanding job performance.

Sgt. Pete O'Loughlin and Captain Jack Gaughan received the Colonel's Meritorious Service Award. This award is given individuals that exemplify "excellence of service" for assisting in a life-threatening situation.

DISTRICT V - GLENDIVE



*Captain Bert J. Obert
District Commander*



District V encompasses sixteen eastern Montana counties. These counties are: Carter, Custer, Daniels, Dawson, Garfield, McCone, Powder River, Richland, Roosevelt, Rosebud, Fallon, Treasure, Valley, Wibaux, Sheridan, and Prairie.

<i>Population:</i>	<i>82,668</i>	<i>Roadway Miles:</i>	<i>8,987</i>
<i>Square Miles:</i>	<i>40,471</i>	<i>Registered Vehicles:</i>	<i>85,585</i>

The District has twenty-seven uniformed officers and one civilian employee. District V is the largest district geographically and is patrolled by the fewest number of officers. Each officer patrols approximately 1,800 square miles.

District V includes the Fort Peck Reservoir which is 134 miles long and has 1,600 miles of shoreline. The Fort Peck and Northern Cheyenne Indian Reservations have numerous Pow-Wows and celebrations during the summer to display their customs and heritage. There are numerous rodeos which include the Miles City Bucking Horse Sale and the Wolf Point Stampede. These attractions and events have increased District activity. Officers in District V saw a forty-one percent decrease in traffic fatalities over the last two years due to their patrolling efforts.

ACCIDENT PREVENTION UNIT



*Sgt. Larry E. Strickland
APU Commander*

The Accident Prevention Unit (APU) is composed of four Highway Patrol officers and one sergeant. The Unit patrols high accident areas of the state as determined by the statistical records from Records Bureau and Highway Traffic Safety.

The mission of the Accident Prevention Unit is to use saturation patrol in selected areas to reduce the number of accidents that occur due to speeding and other moving violations.

During 1994, the Accident Prevention Unit travelled 169,220 miles, issued 5,421 citations, and wrote 4,059 warnings.

COMMUNICATION CENTERS

The Montana Highway Patrol has communication centers located in Missoula, Helena, and Billings. The three communication centers (Comm Centers) are staffed by twenty-nine full time positions and several part-time positions. The Comm Centers are under the command of the districts in which they are located.

The Comm Centers provide dispatch service and assistance to the five Highway Patrol districts. Additionally, the Comm Centers provide radio assistance to employees from other state and federal agencies such as the: Criminal Investigation Bureau; Department of Fish, Wildlife, and Parks; Federal Bureau of Investigation; Bureau of Land Management; and the Public Service Commission. Other services provided by the communication centers include: answering phones for other state agencies after hours and on weekends; assisting the Department of Fish, Wildlife, and Parks with the TIPMONT line after hours; assuming responsibility for the Criminal Justice Information Network System after hours, which consists of troubleshooting and assisting other users statewide; and serving as a communications link between state and local enforcement agencies. The Helena communications center is the National Warning System (NAWAS) warning point for Montana.

The Comm Centers have noticed a significant increase in activity during the past year. For example, the Missoula Comm Center saw a sixty percent increase in warrant activity; a thirty-eight percent increase in moving violation reports; a twenty-nine percent increase in DUI reports and arrests; a sixty-eight percent increase in reported highway problems; and a nine percent increase in accidents. Other significant increases in activity for the Comm Centers included: assists to motorists and other agencies; CJIN messages; radio transmissions; and "walk-in traffic."

The Highway Patrol began to install LAN systems in each of the Comm Centers. The installation should be completed within the next biennium. This will enhance the communications capability of the Comm Centers. Improvements have been made in each of the Comm Centers regarding security and operational procedures.

EMPLOYEE TRANSITIONS

The following employee transitions (new employees, promotions, and retirements/resignations) occurred during 1994:

NEW EMPLOYEES

The Patrol welcomed forty-five new employees during 1994 as a result of agency attrition. Of those, seventeen were sworn in as uniformed officers while twenty-eight were hired as civilian employees.

The number of new hires, position titles, and locations of the twenty-eight civilian employees are listed below:

<u>Number</u>	<u>Title/Location</u>
2	<i>Motor Vehicle Safety Inspector II (Motor Vehicle Inspection Bureau)</i>
1	<i>Administrative Support (Records Bureau)</i>
1	<i>Administrative Officer (Administrative Unit)</i>
1	<i>Communications Systems Operator (District II)</i>
1	<i>Communications Systems Operator (District V)</i>
8	<i>Communications Systems Operators (District I)</i>
6	<i>Communications Systems Operators (District III)</i>
8	<i>Communications Systems Operators (District IV)</i>

PROMOTIONS

For the 1994 uniformed officer promotional program, forty-one officers elected to participate in the initial promotional testing which consisted of the written test and general management in-basket exercise. The current ranks of those competing in the initial testing were as follows:

<i>Officers</i>	22
<i>Sergeants</i>	13
<i>Lieutenants</i>	6

As vacancies occurred within the Sergeant, Lieutenant, and Captain rank, individuals who participated in the initial testing were eligible to compete for these vacancies. Candidates were required to complete the following promotional process: oral interview/presentation, problem analysis, and Commanders' Committee Evaluation. These scores were combined with the written test and GMIB scores to compute the final score.

Two civilian competitive selection processes occurred during 1994, which resulted in promotions to supervisory positions.

The following eight individuals were promoted:

<u>Employee</u>	<u>Promotion</u>	<u>Date</u>	<u>Rank/Position</u>	<u>Location</u>
<i>Janet Knudsen</i>		<i>02-07-94</i>	<i>Civilian/Communications Supervisor</i>	<i>Missoula</i>
<i>Bert J. Obert</i>		<i>06-02-94</i>	<i>Captain/District V Commander</i>	<i>Glendive</i>
<i>Craig B. Palmer</i>		<i>06-02-94</i>	<i>Sergeant/Detachment Commander</i>	<i>Polson</i>
<i>Clancy E. King</i>		<i>08-22-94</i>	<i>Sergeant/Detachment Commander</i>	<i>Kalispell</i>
<i>Joseph T. Dow</i>		<i>09-17-94</i>	<i>Sergeant/Detachment Commander</i>	<i>Libby</i>
<i>Janet L. Baker</i>		<i>10-29-94</i>	<i>Lieutenant/Assistant District III Commander</i>	<i>Butte</i>
<i>Curt Rissmann</i>		<i>11-07-94</i>	<i>Civilian/Motor Vehicle Inspection Bureau Chief</i>	<i>Helena</i>
<i>Clay C. Creek</i>		<i>12-26-94</i>	<i>Sergeant/Detachment Commander</i>	<i>Billings</i>

RETIREMENTS/RESIGNATIONS

The following individuals retired during the year with over twenty years of service to the Patrol:

<u>Name</u>	<u>Rank at Time of Retirement</u>	<u>Date Appointed</u>	<u>Retirement Date</u>
<i>Thomas E. Safford</i>	<i>Officer</i>	<i>11-08-68</i>	<i>02-18-94</i>
<i>William J. Stotts</i>	<i>Lieutenant Colonel</i>	<i>07-02-70</i>	<i>03-31-94</i>
<i>James R. Thompson</i>	<i>Officer</i>	<i>12-26-67</i>	<i>03-31-94</i>
<i>Robert J. Griffith</i>	<i>Colonel</i>	<i>04-01-54</i>	<i>03-31-94</i>
<i>Clyde R. Miller</i>	<i>Lieutenant</i>	<i>11-06-69</i>	<i>06-30-94</i>
<i>Alvin L. Kaul</i>	<i>Officer</i>	<i>01-25-68</i>	<i>07-31-94</i>
<i>Charles J. Moseley</i>	<i>Officer</i>	<i>07-01-64</i>	<i>07-31-94</i>
<i>Richard D. Boettcher</i>	<i>Sergeant</i>	<i>01-02-64</i>	<i>03-31-94</i>
<i>John E. Odlin</i>	<i>Officer</i>	<i>08-02-71</i>	<i>11-25-94</i>
<i>John E. Kahl</i>	<i>Civilian</i>	<i>07-09-63</i>	<i>12-18-94</i>

During 1994, the Highway Patrol had thirty-one resignations/terminations with less than twenty years of service. Ten of the employees were uniformed employees and twenty-one were civilian employees.

Annual Traffic Rates

- * **202 Fatalities**
- * **9,903 Injuries**
- * **19,351 Accidents Reported**
- * **235 Million economic loss**
- * **53 Accidents (average) per day.**
- * **27 Persons injured (average) per day.**
- * **One fatality every 43 Hours**
- * **One injury every 53 Minutes**
- * **One Accident every 27 Minutes**
- * **\$644,758.90 Ave. Loss every day**



Deaths Up 4.1%
Injuries Up 6.6%
Reported Accidents Up 2.7%

When Accidents Occurred

More Accidents Occurred:

Between 3 and 4 p.m. than any other hour of the day.

On Friday than any other day of the week.

In December than any other month of the year.

More Fatal Accidents Occurred:

Between 5 a.m. and 6 a.m. than any other time-of-day.

On Friday than any other day of the week.

In June than any other month of the year.



Where Accidents Occurred

<u>Where</u>	<u>Fatal Accidents</u>	<u>Total Accidents</u>
<i>Interstate Highways</i>	39	1,907
<i>U.S. Highways</i>	56	4,605
<i>State Highways</i>	41	6,214
<i>County Roads</i>	41	2,766
<i>Local Streets</i>	5	3,859
Total	182	19,351

*Accidents
Investigated by:*

Highway Patrol	9,269
Other Agencies	10,082

Drivers Involved

<i>Male</i>	18,661
<i>Female</i>	11,745
<i>Not Stated</i>	9
Total	30,415



Accidents by Month

Fatal Accidents

Month	1990	1991	1992	1993	1994
January	6	3	7	5	10
February	9	10	7	9	4
March	15	13	9	9	8
April	15	9	12	10	16
May	14	10	20	13	17
June	22	19	15	19	25
July	25	25	20	23	21
August	23	28	26	24	23
September	23	17	14	15	20
October	14	18	16	22	12
November	14	6	13	8	16
December	10	14	11	9	10
Total	190	172	170	166	182

All Accidents

Month	1990	1991	1992	1993	1994
January	1,381	1,618	1,434	1,934	1,579
February	1,224	874	1,040	1,602	1,578
March	1,258	1,200	1,141	1,166	1,221
April	1,150	970	1,113	1,158	1,289
May	1,129	1,188	1,291	1,264	1,368
June	1,368	1,391	1,434	1,425	1,505
July	1,449	1,448	1,571	1,754	1,662
August	1,529	1,571	1,590	1,651	1,705
September	1,283	1,382	1,387	1,461	1,599
October	1,362	1,836	1,496	1,495	1,620
November	1,446	1,924	1,648	1,998	2,108
December	1,866	1,656	2,165	1,931	2,117
Total	16,445	17,058	17,310	18,839	19,351

Accidents by Day-of-Week

Fatal Accidents

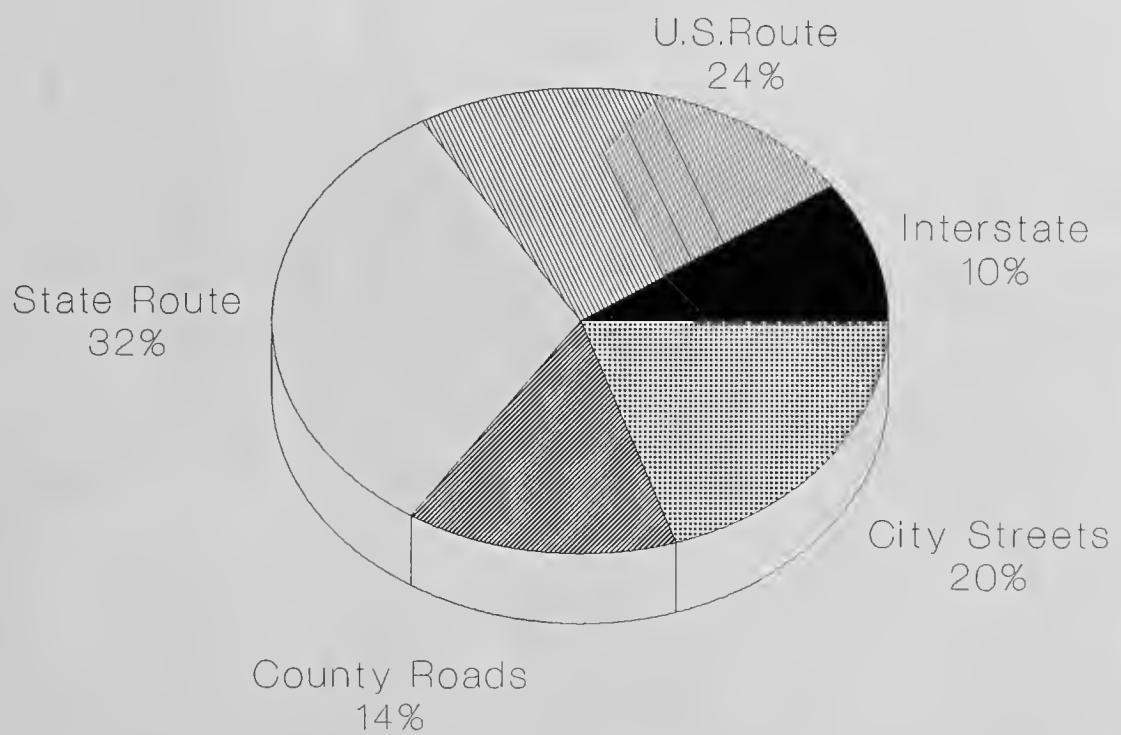
Day of Week	1990	1991	1992	1993	1994
Saturday	51	41	33	38	29
Sunday	25	24	28	25	29
Monday	26	15	19	15	30
Tuesday	23	17	25	16	22
Wednesday	16	15	19	15	23
Thursday	20	26	26	23	18
Friday	29	34	20	34	31
Total	190	172	170	166	182

All Accidents

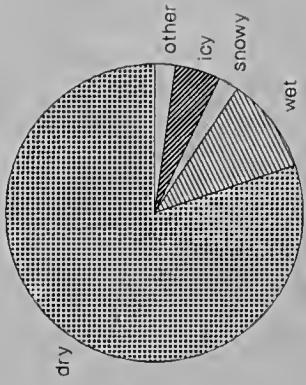
Day of Week	1990	1991	1992	1993	1994
Saturday	2,563	2,673	2,669	2,653	2,983
Sunday	1,849	1,969	1,934	2,129	2,132
Monday	2,404	2,334	2,303	2,602	2,632
Tuesday	2,348	2,330	2,371	2,527	2,652
Wednesday	2,143	2,284	2,539	2,721	2,655
Thursday	2,215	2,498	2,614	2,839	2,973
Friday	2,923	2,970	2,880	3,368	3,324
Total	16,445	17,058	17,310	18,839	19,351

1994 Accidents

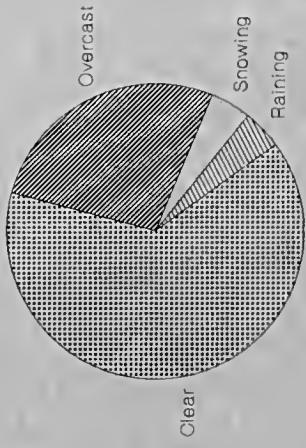
By Trafficway



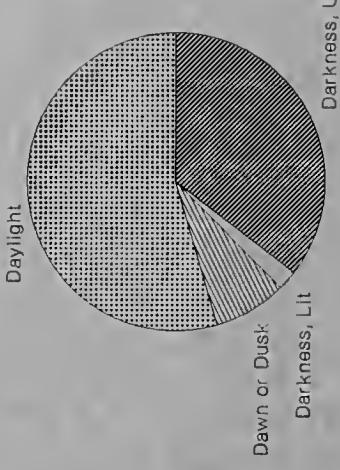
Fatal Accidents - 1994 By Road Conditions



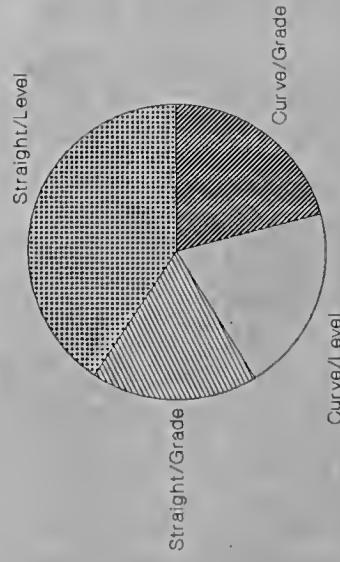
Fatal Accidents - 1994 By Weather Conditions



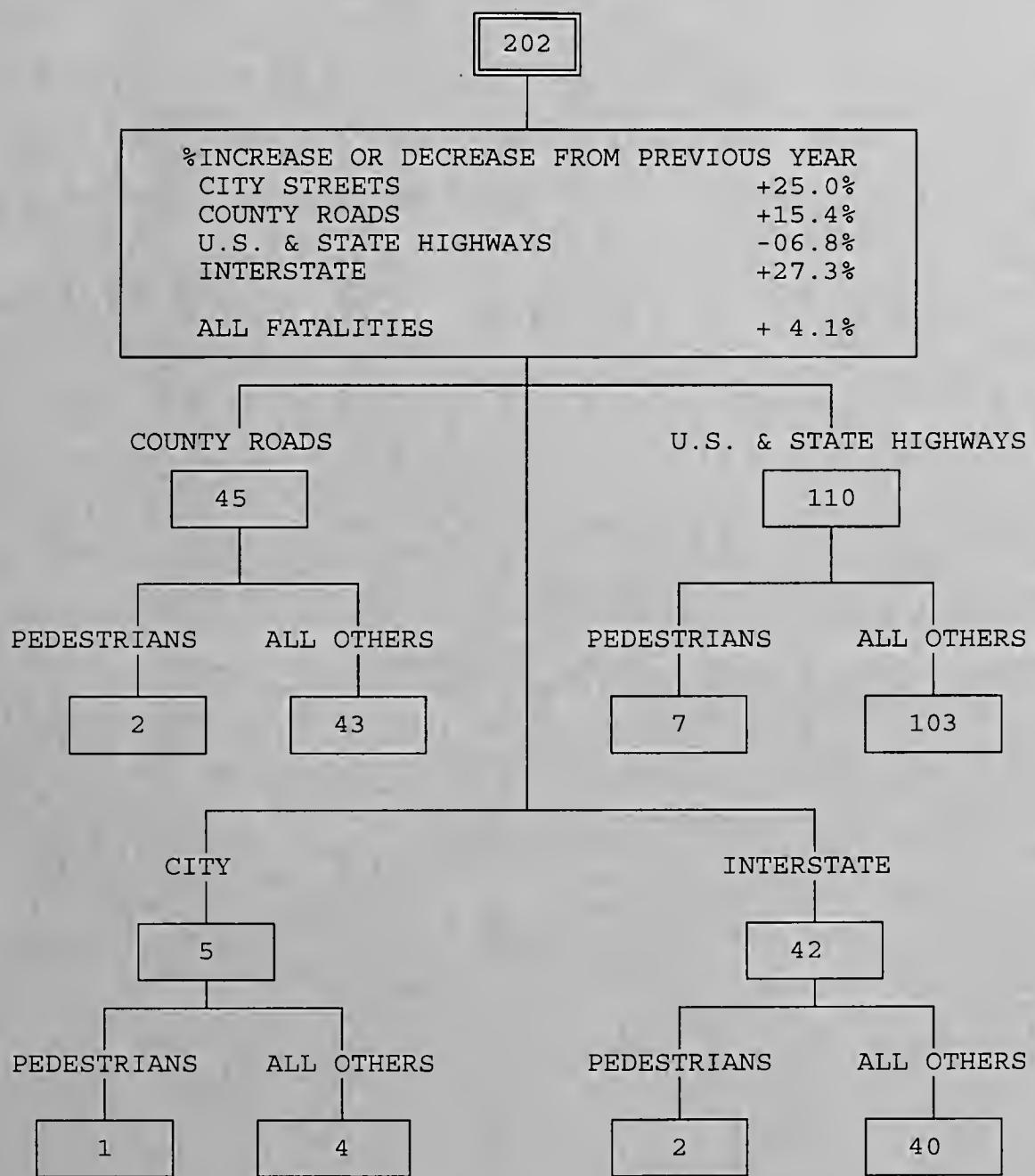
Fatal Accidents - 1994 By Light Conditions



Fatal Accidents - 1994 By Highway Design



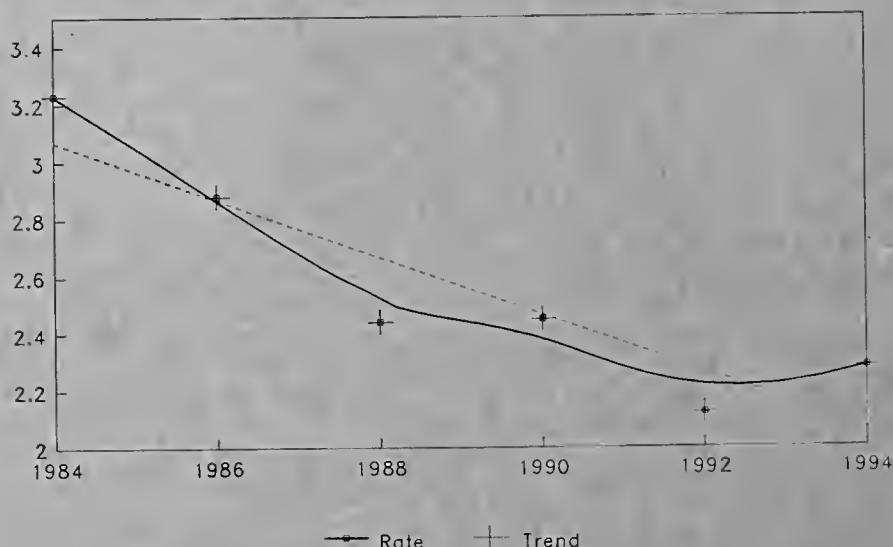
**Total Traffic Deaths
1994**



Accident Rates Per One Hundred Million Miles
1984 through 1994

<u>Year</u>	<u>Fatality Rate</u>	<u>Injury Rate</u>	<u>Accident Rate</u>
1984	3.23	127.1	254.9
1985	2.95	114.9	236.9
1986	2.88	109.6	233.1
1987	2.89	104.2	188.2
1988	2.44	101.4	197.9
1989	2.19	104.8	213.4
1990	2.45	95.3	190.0
1991	2.41	101.7	205.1
1992	2.12	100.2	192.8
1993	2.20	106.1	215.2
1994	2.28	111.8	218.4

Fatality Rate/Trend
Per 100 Million Miles



**Fatality Calendar
1994**

January						
S	M	T	W	T	F	S
						1
*	*	*	*	1	*	*
*	*	*	1	*	1	*
*	1	*	*	1	1	*
1	*	*	*	*	1	*
1	*					

Total for Month: 10
Total for Year : 10

February						
S	M	T	W	T	F	S
			2	*	*	*
*	1	*	*	*	*	*
1	*	*	*	1	*	*
*	*	*	*	*	*	*
*	*					

Total for Month: 5
Total for Year : 15

March						
S	M	T	W	T	F	S
			*	*	*	*
*	*	*	*	*	2	*
2	*	*	1	1	*	*
*	*	*	1	*	*	1
*	*	*	*	*	*	

Total for Month: 8
Total for Year : 23

April						
S	M	T	W	T	F	S
				*	*	
*	1	*	1	1	4	*
*	1	1	*	1	1	1
*	1	*	*	*	*	1
3	1	*	1	*	*	1

Total for Month: 20
Total for Year : 43

May						
S	M	T	W	T	F	S
*	1	1	*	*	1	1
3	2	*	1	*	1	*
1	*	*	*	*	2	*
1	1	*	*	*	*	*
*	*	1				

Total for Month: 17
Total for Year : 60

June						
S	M	T	W	T	F	S
			*	1	*	2
1	2	1	2	1	1	*
*	1	1	1	*	*	*
1	2	1	*	*	*	1
1	*	3	1	2		

Total for Month: 26
Total for Year : 86

July						
S	M	T	W	T	F	S
				1	*	
1	*	*	*	*	2	2
2	*	*	1	*	1	1
1	*	*	1	*	5	*
*	*	*	1	*	1	1
1						

Total for Month: 22
Total for Year : 108

August						
S	M	T	W	T	F	S
*	*	2	2	1	3	
1	2	*	*	*	2	*
*	2	2	2	*	3	1
1	4	1	*	*	*	*
*	*	1	*			

Total for Month: 30
Total for Year : 138

September						
S	M	T	W	T	F	S
			*	5	2	
1	3	1	*	*	*	2
*	*	2	*	*	*	1
*	*	*	*	1	*	1
*	*	*	1	4	*	

Total for Month: 24
Total for Year : 162

October						
S	M	T	W	T	F	S
					*	
*	*	*	*	1	*	*
1	*	1	*	*	*	*
*	*	1	*	*	*	1
1	2	2	*	*	*	1
*	1					

Total for Month: 12
Total for Year : 174

November						
S	M	T	W	T	F	S
			1	*	*	1
*	1	1	2	1	1	1
1	*	1	*	*	*	2
1	*	*	*	*	*	*
1	*	*	*			

Total for Month: 16
Total for Year : 190

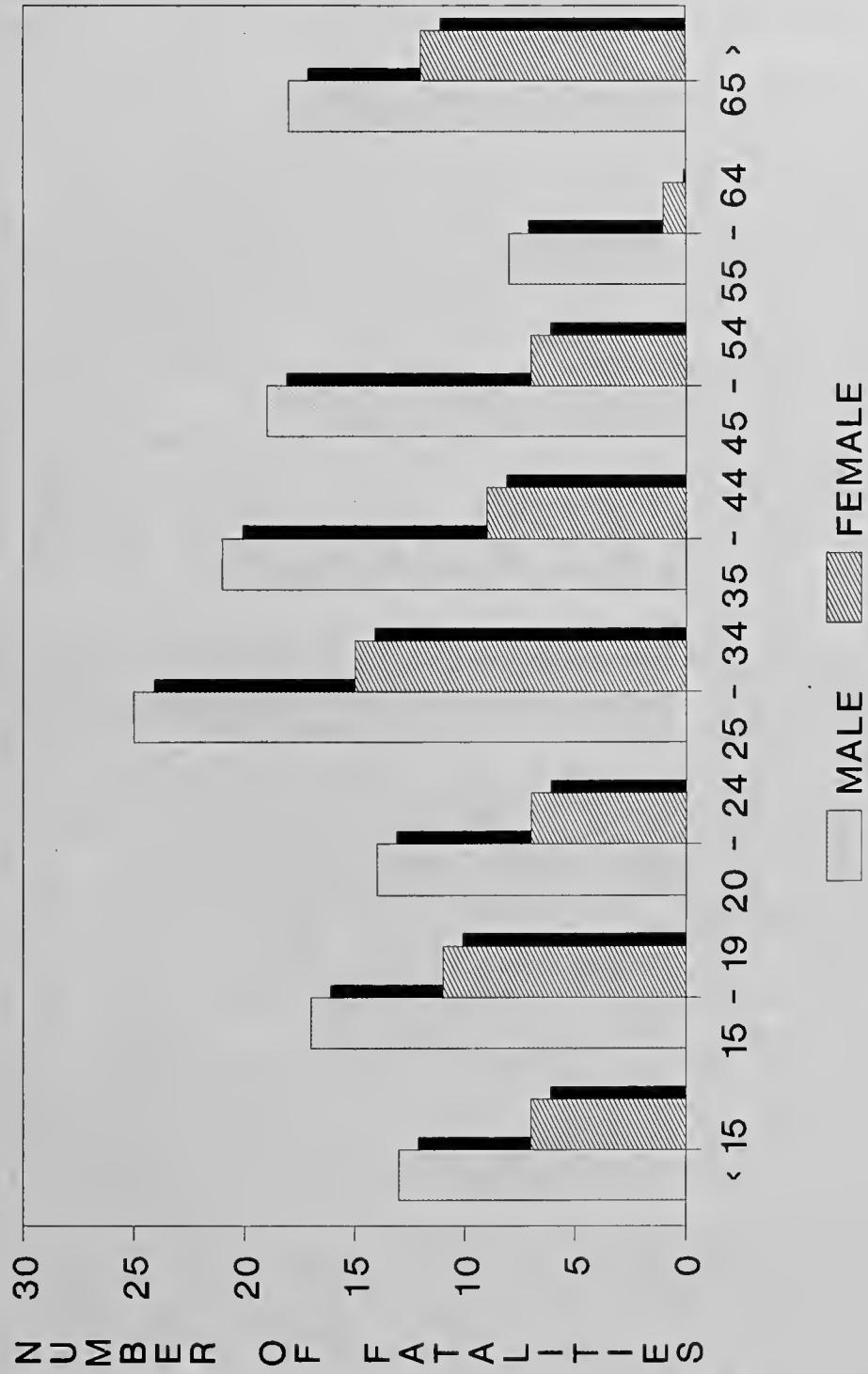
December						
S	M	T	W	T	F	S
				*	*	1
*	*	1	*	*	*	*
*	*	*	1	*	*	*
*	1	*	2	*	*	*
*	1	*	2	1	2	*

Total for Month: 12
Total for Year : 202

Fatalities during Major Holiday Periods
by
Highway Patrol District

<u>Holiday</u>	<u>Number of Hours</u>	<u>Patrol District</u>	<u>Fatal Accidents</u>	<u>Persons Killed</u>
Memorial Day	78	(I	0	0
		(II	0	0
		(III	0	0
<u>0 Deaths</u>		(IV	0	0
		(V	0	0
Independence Day	78	(I	2	2
		(II	0	0
<u>2 Deaths</u>		(III	0	0
		(IV	0	0
		(V	0	0
Labor Day	78	(I	1	1
		(II	0	0
<u>7 Deaths</u>		(III	3	5
		(IV	1	1
		(V	0	0
Thanksgiving	102	(I	0	0
		(II	0	0
<u>1 Death</u>		(III	0	0
		(IV	1	1
		(V	0	0
Christmas	78	(I	0	0
		(II	0	0
<u>1 Death</u>		(III	1	1
		(IV	0	0
		(V	0	0
New Year's	78	(I	0	0
		(II	0	0
<u>3 Deaths</u>		(III	1	2
		(IV	1	1
		(V	0	0

Fatalities by Age and Sex



*Fatalities by County
1990 through 1994*

County	1990	1991	1992	1993	1994	Total	County	1990	1991	1992	1993	1994	Total
Beaverhead	3	3	3	6	12	27	McCone	0	1	0	0	0	1
Big Horn	11	12	8	10	10	51	Meagher	1	2	0	1	0	4
Blaine	8	3	2	4	1	18	Mineral	5	2	5	6	3	21
Broadwater	0	1	1	1	3	6	Missoula	14	11	9	10	10	55
Carbon	1	2	3	3	2	11	Musselshell	2	0	1	1	0	4
Carter	0	1	1	0	0	3	Park	1	3	6	1	4	15
Cascade	14	16	13	11	14	68	Petroleum	0	3	0	0	0	3
Chouteau	3	0	0	1	3	7	Phillips	3	1	1	1	0	6
Custer	2	2	2	1	2	9	Pondera	3	0	0	1	1	7
Daniels	0	0	0	0	0	0	Powder River	1	1	2	1	1	6
Dawson	2	2	3	1	3	11	Powell	6	2	4	2	5	19
Deer Lodge	6	2	0	1	1	10	Prairie	1	0	0	0	0	1
Fallon	0	0	0	1	0	1	Ravalli	3	4	5	0	12	24
Fergus	3	7	3	3	3	19	Richland	4	2	2	1	1	10
Flathead	16	16	17	13	7	69	Roosevelt	5	3	3	10	4	25
Gallatin	5	22	15	5	5	52	Rosebud	6	2	8	7	3	26
Garfield	0	1	0	0	1	2	Sanders	7	4	1	2	2	16
Glacier	1	10	4	11	6	32	Sheridan	0	0	1	1	0	2
Golden Valley	1	0	0	0	0	1	Silver Bow	11	3	5	7	9	35
Granite	5	2	3	1	3	14	Stillwater	2	0	2	4	5	13
Hill	4	5	2	7	2	20	Sweet Grass	0	1	0	2	1	4
Jefferson	7	4	3	4	7	25	Teton	1	1	2	1	2	7
Judith Basin	2	1	2	2	0	7	Toole	0	0	2	2	0	4
Lake	10	8	8	9	21	56	Treasure	0	1	3	0	0	4
Lewis & Clark	6	8	10	11	3	38	Valley	2	1	2	1	2	8
Liberty	0	0	0	1	1	2	Wheatland	1	0	1	0	1	3
Lincoln	6	4	5	9	6	30	Wibaux	0	0	0	1	1	2
Madison	4	1	0	3	1	9	Yellowstone	13	19	15	12	16	75
Totals:						212		200	190	194	194	202	998

Fatalities and Drinking
1994

Month	<u>Drivers*</u>		<u>Passengers</u>		<u>Pedestrians</u>		<u>Bicyclists</u>		<u>Total</u>	
	Killed	HBD	Killed	HBD	Killed	HBD	Killed	HBD	Killed	HBD
January	6	5	2	0	2	1	0	0	10	6
February	4	2	1	1	0	0	0	0	5	3
March	6	4	2	0	0	0	0	0	8	4
April	16	6	4	0	0	0	0	0	20	6
May	10	4	6	2	1	1	0	0	17	7
June	20	9	4	1	2	0	0	0	26	10
July	15	3	5	2	1	0	1	0	22	5
August	13	8	14	2	3	0	0	0	30	10
September	18	6	5	2	0	0	1	0	24	8
October	10	6	2	0	0	0	0	0	12	6
November	8	6	6	1	2	0	0	0	16	7
December	8	5	4	2	0	0	0	0	12	7
Total	134	64	55	13	11	2	2	0	202	79



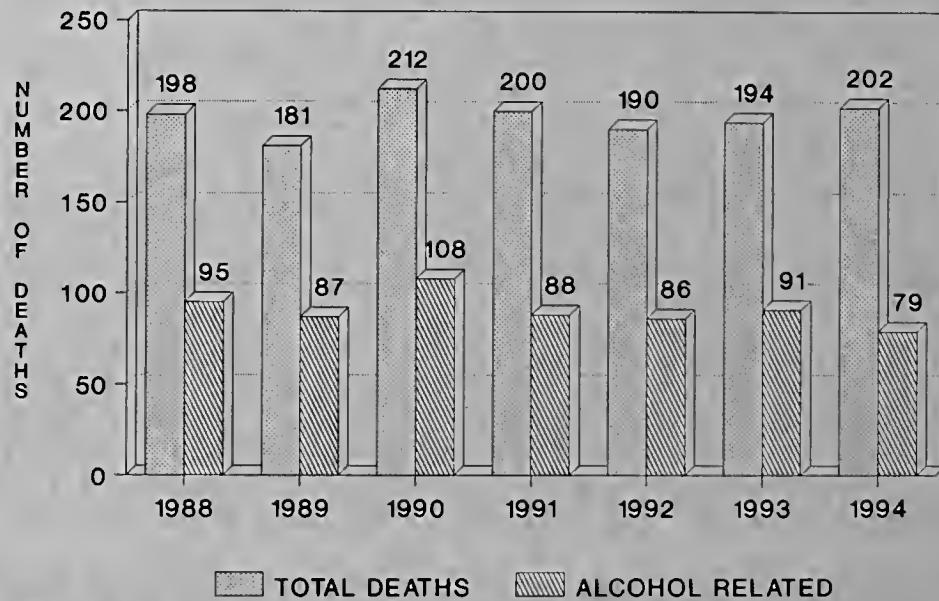
48 % of drivers killed had been drinking
 24 % of passengers killed had been drinking
 18 % of pedestrians killed had been drinking
 39 % of all persons killed had been drinking

HBD = "Had Been Drinking" (From BAC test or if no BAC test from police report)

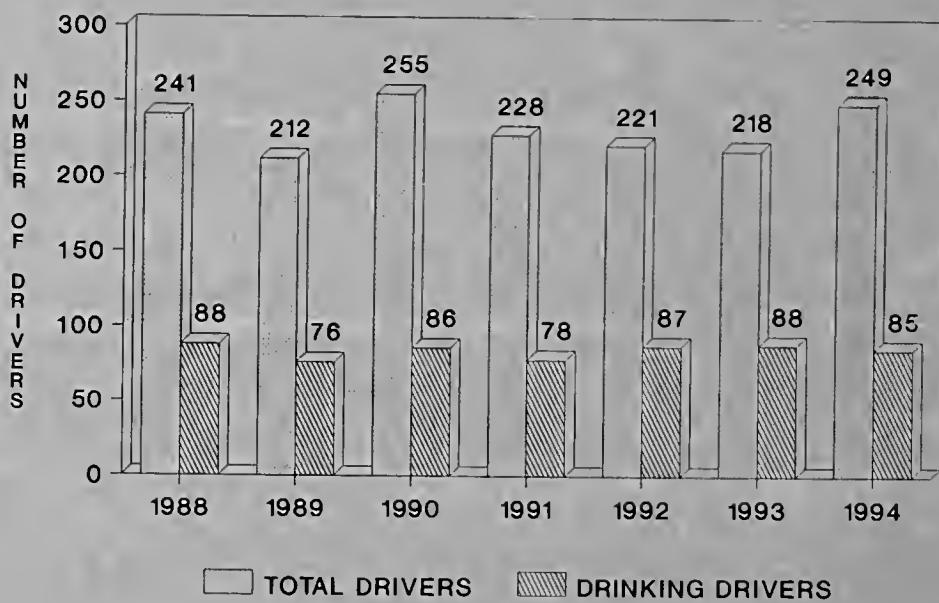
* Drivers includes motorcyclists, snowmobilers and ATV drivers

Alcohol and Fatal Crashes

Fatalities



Drivers Involved



Motorcycle Accidents

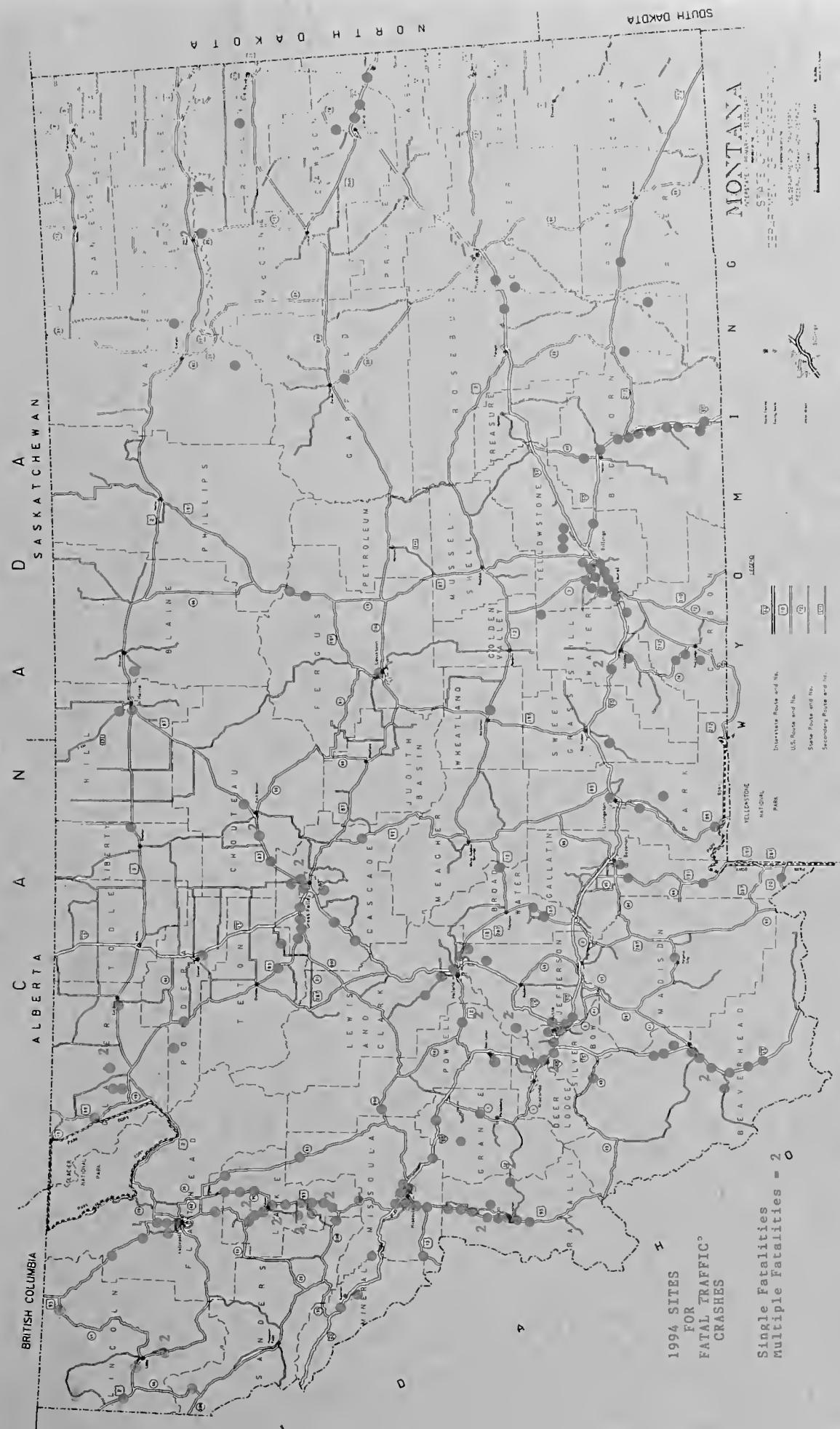
324 Total Accidents
13 Fatal Accidents
281 Injury Accidents
13 Persons Killed
349 Persons Injured

Where Accidents Occurred	Fatal	Total
Interstate Highways	1	21
U.S. Highways	1	84
State Highways	7	103
County Roads	4	61
City Streets		51
Other Trafficways		4
Total	13	324

Motorcyclist Sobriety	Statewide		Urban		Rural	
	Total	Fatal	Total	Fatal	Total	Fatal
No Drinking	267	8	124	2	143	6
Drinking Ability Not Impaired	12		5		7	
Drinking Impaired No Test	4				4	
Drinking Test Refused	7		3		4	
Drinking Blood Test	25	4	5	1	20	3
Drinking Breath Test	3				3	
Drinking Urine Test						
Drinking Other Test	2	1			2	1
Total	320	13	137	3	183	10

Helmet Usage by Age of Driver													
	Statewide				Urban				Rural				
	Total		Fatal		Total		Fatal		Total		Fatal		
Age	Used	Not	Used	Not	Used	Not	Used	Not	Used	Not	Used	Not	
14 & Under	6	9			1	1			5	8			
15 to 17	2	16			1	10			1	6			
18 to 19	8	24			2	4	12		1	4	12		1
20 to 24	10	61			2	34			8	27			
25 to 34	13	56	1	3	2	32	1	1	11	24			2
35 to 64	26	79			7	2	34		24	45			7
65 & Over	3	6					1		3	5			
Not Stated		1					1						
Total	68	252	1	12	12	125	1	2	56	127	0	10	

Helmet Usage by Age of Passenger													
	Statewide				Urban				Rural				
	Total		Fatal		Total		Fatal		Total		Fatal		
Age	Used	Not	Used	Not	Used	Not	Used	Not	Used	Not	Used	Not	
14 & Under	4	4			3	3			1	1			
15 to 17		9					4				5		
18 to 19		8					4				4		
20 to 24	1	8					4			1	4		
25 to 34	3	9			1	3			2	6			
35 to 64	6	13			3		4		6	9			3
65 & Over													
Not Stated													
Total	14	51	0	3	4	22	0	0	10	29	0	3	





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